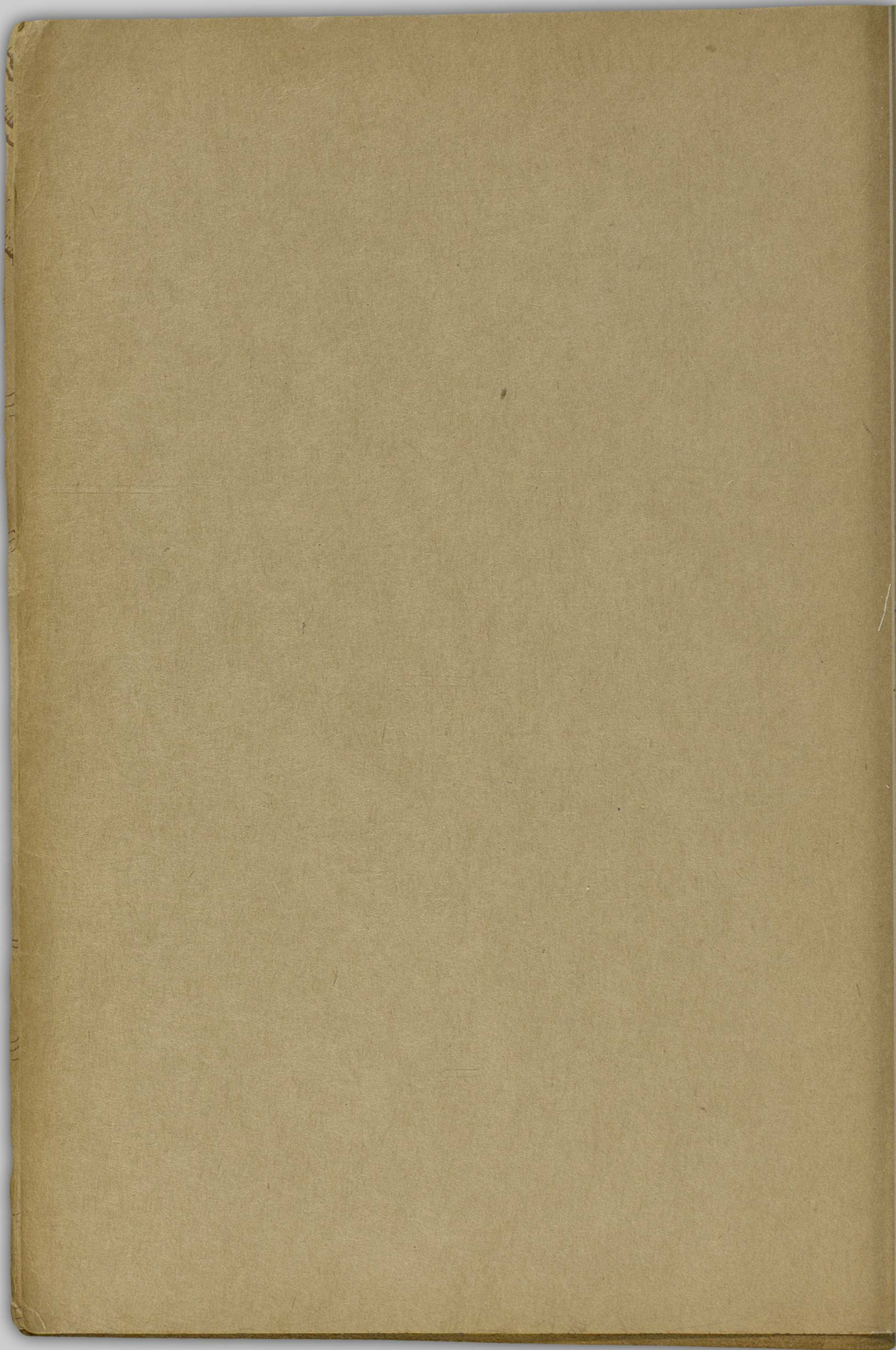




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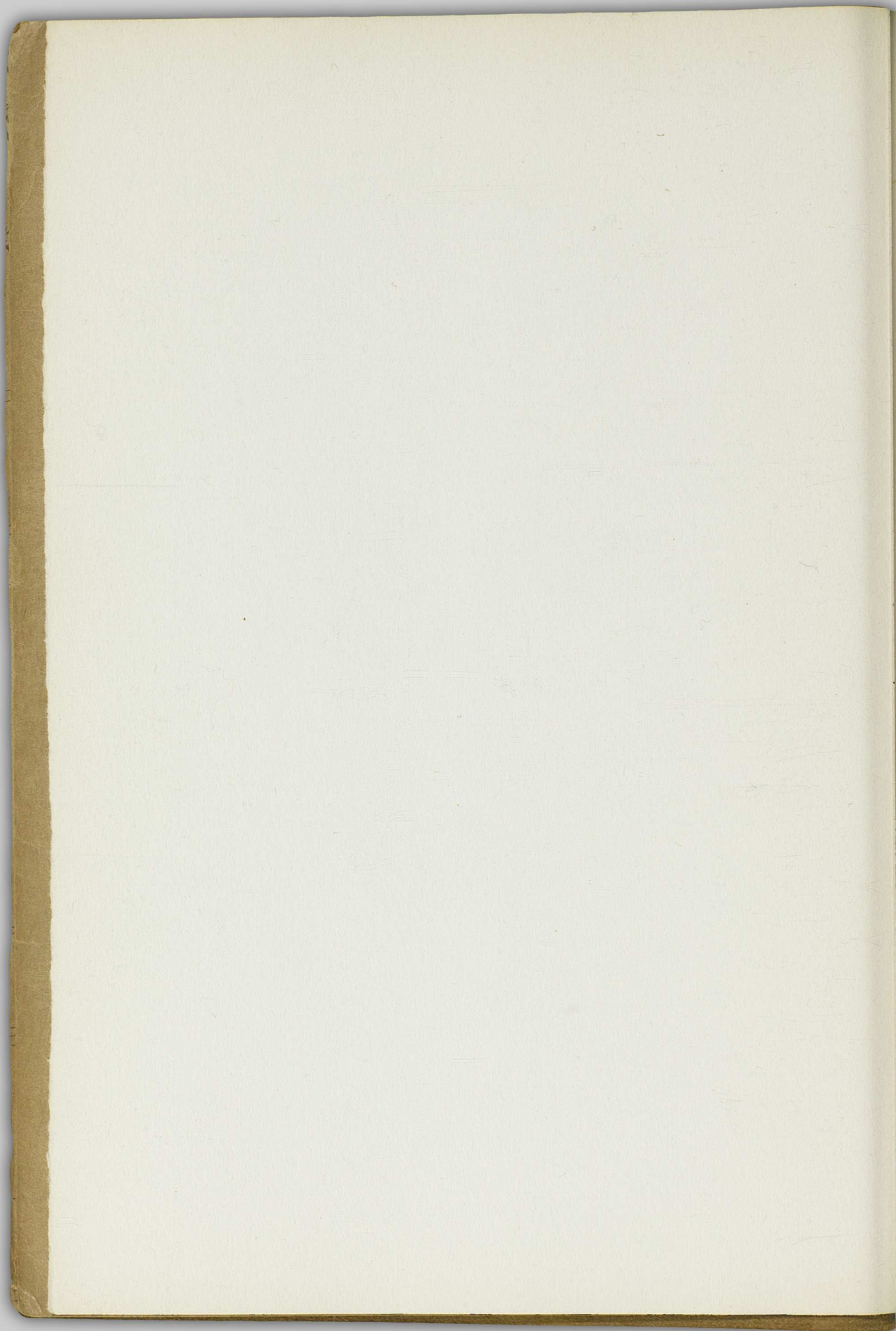


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THE ROMANCE OF
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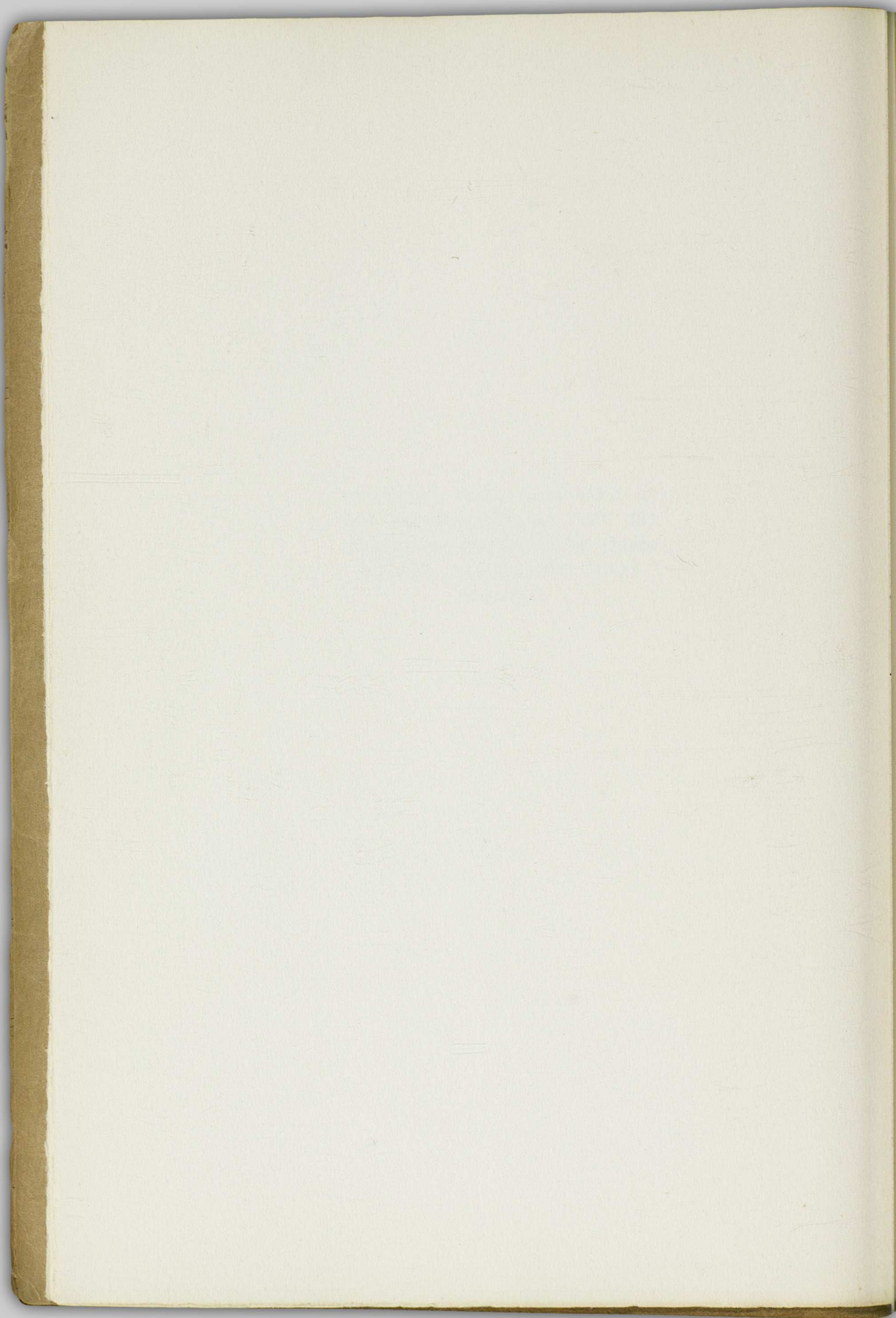
A Brief Historical Account
of the Romance of
British Columbia

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TO THOSE MEN, WHOSE LOYALTY TO
THE CAUSE OF CRAFTSMANSHIP HAS
MEANT THE CEMENTING OF INTERNA-
TIONAL FRIENDSHIP, WE DEDICATE
THIS BOOK





Anchorage, Kitsilano Beach

FOREWORD

ONE'S thoughts are apt often to stray afar in search of romantic and alluring scenes of Nature's wonderland, without giving sufficient reflection to the colourful beauty of one's own habitat.

The glamour of the trail of the early pioneers will soon be lost amongst a maze of modern events, and so, before darkness overcomes this inspiring period in the life of British Columbia, we pause to pen a brief epitome of those memorable days of our youth.

Concurrent with these early events, the introduction and growth of the printing press did much in furthering education amongst its peoples, and today, in witness of the power of the printed word, two Clubs of Craftsmanship—Vancouver and Victoria—have been developed upon the basis of sharing one's knowledge not only amongst themselves, but also with their brethren on both sides of the mythical boundary line.

We then pass along, reviewing the majestic splendour of the vast hinterland of this North-western province, with its modern roads and primeval scenery, its lakes, rivers and forests—a truly happy hunt-

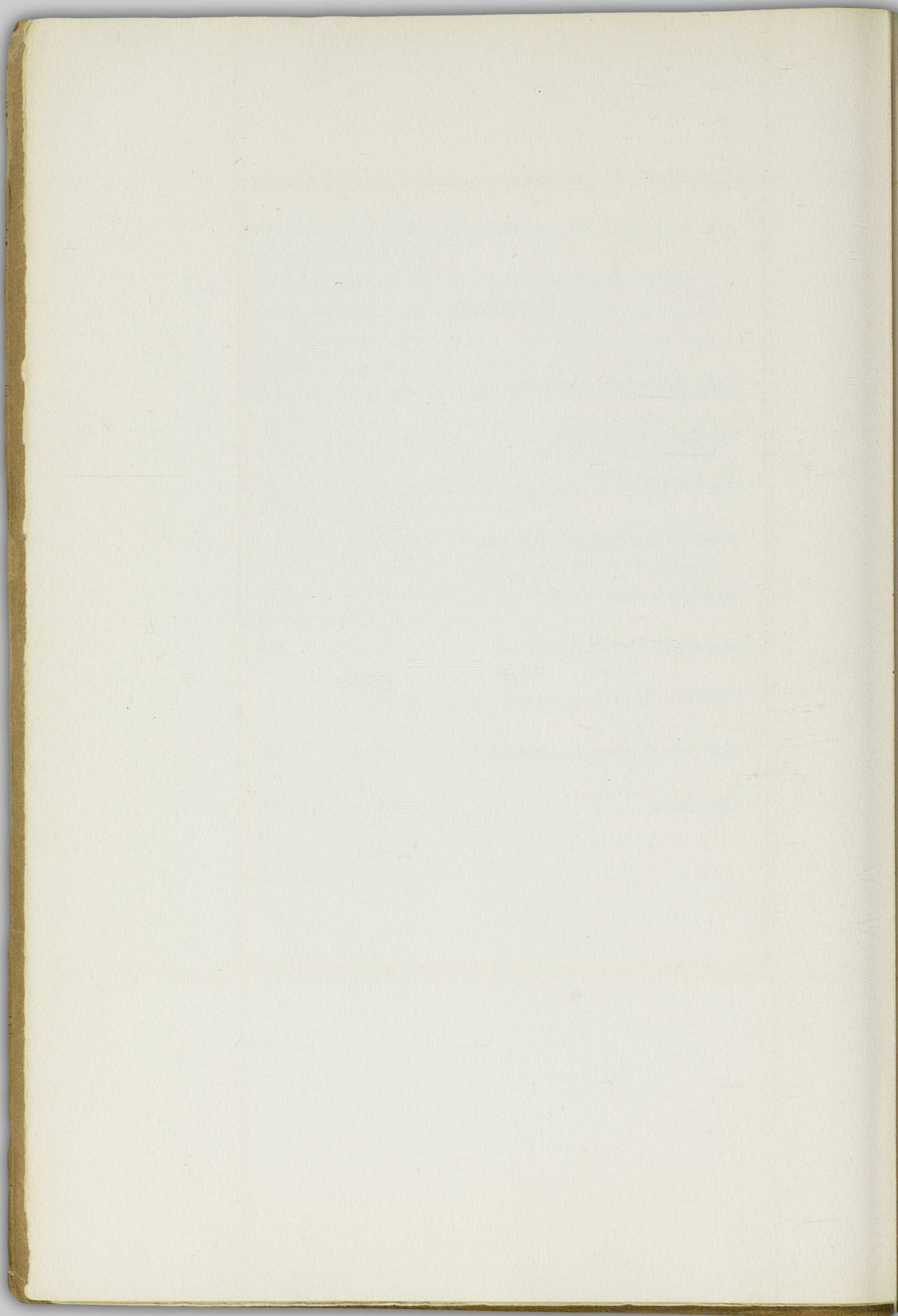
ing ground for the big-game hunter and followers of Isaack Walton.

Before saying *au revoir*, we hurriedly survey the rapid industrial development . . . modern cities with their towering structures . . . fishing smacks entering the harbours, laden with the product of their toil . . . the deep boom of the liners' sirens departing for ports the world over . . . of lumber . . . mining and numerous other types of business activities, all of which, give the reader a conception of the future possibilities of this Pacific province.

And so we commit our story to the reader, cherishing the hope that through its perusal he may gain a glimpse of the grandeur of another portion of the world in which we live.

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... Were I an intending immigrant, I would risk a good deal of discomfort to get on to the land in British Columbia; and were I rich, with no attachments outside England I would swiftly buy me a farm or a house in the country for the mere joy of it.

—Kipling, "Letters of Travel."

PROVINCE OF BRITISH COLUMBIA

CHAPTER ONE

Early Historical Background

IN the portrayal of an historical account of any country, there is, as one might say, a twilight just before the dawn, where fact and fiction are intertwined, where fiction may masquerade as fact, and fact appear as fiction. This realm of thought is interesting, especially when reconstructing a background of British Columbia, as it is difficult to determine what part lies within the domain of history.

It has been suggested, and even claimed, that in the latter part of the fifth century, a monk of the Buddhist faith, Hœi-Shin, journeyed from China to a land where a strange tree grew—Fusang. Upon his return he embellished his narrative with a description of a people living in idyllic peace and of men clad in skins. This region, whether it be fact or fiction, has been identified as the Pacific Coast of America. It is upon this assumption of Hœi-Shin's discovery, that the claim is based of the Chinese being the first to discover this continent.

However, it was not until 1579 that the first gleam

of the dawn of historical fact shone through the twilight story of the north-west coast. The famous old sea-rover, Sir Francis Drake, having routed the Portuguese off the Chilean coast, decided to sail north and return to England through the elusive North-West Passage in order to avoid possible capture on the regular sea-routes. It is definitely established that he did reach the 43° latitude and perhaps 48°, but, finding his sailors much enervated through their experiences in the tropics, abandoned his quest and sailed for home around the Cape of Good Hope.

After Drake's return to England, British Columbia and the whole North-Western coast became a happy hunting ground for the romancers, who conceived of imaginary voyages to the land of mystery, but historical research has come to our rescue in proving these voyages false.

Sometime about 1690 Russia began taking interest in the reports of new discoveries in the Pacific, and Peter the Great, the reigning Czar, sent a Dane by the name of Bering to explore the eastern limits of Asia. It is recorded that he made two explorations along the Bering Sea and Aleutian Islands, but owing each time to heavy gales and the sailor's greatest dread—scurvy, had to abandon further exploration without actually sighting our Pacific coastline.

Simultaneously with Russia's efforts, Spain asserted its right to the entire Pacific Coast based upon a grant made her by Pope Alexander VI. of one-half of the world. Spain maintained that, being in possession of the coast from Chili to California, the territory lying farther north was hers by its propinquity. Therefore, in 1774, Juan Perez sailed in the "Santiago" to explore the northwest coast in the name of Spain. He first sighted the snow-capped summit of San Christobal, the highest peak on the Queen Charlotte Islands, on July 18th, 1774, and proceeding northward, entered Dixon Entrance, where the distant shores of Alaska came to view. On his return journey he endeavoured to land at several places along the British Columbia coast, but without avail. It is interesting to note that the Spanish government neglected to publish the records taken by the two friars aboard the "Santiago" thereby robbing Juan Perez of his well-earned position as the discoverer of British Columbia. Speaking of Spanish explorers, we cannot fail to mention the name of Quadra, who sailed up the coast of British Columbia in a ship whose length was only thirty-six feet, with a twelve-foot beam! No one can refrain from expressions of surprise and admiration for the performance of the little ship "Sonora" and its famous master, Quadra, who was beset to such an extent

by scurvy among his sailors, that he himself had to handle the sails before anchor was finally cast off Mexico's shoreline.

Before continuing with the historical aspect, let us consider the characteristics of the Indians who first inhabited our Province. Their origin is veiled in uncertainty; but the dominant opinion is that the American continent was peopled from the plains of Asia, and the natives of British Columbia, being possibly a later generation, were of a distinctly Mongoloid cast of countenance.

The first intimate knowledge of the north-west coast came as the result of the last voyage of Captain James Cook, who, on two former occasions, had lifted the veil of mystery surrounding the explorations of Australia and New Zealand, and the earth's most southern continent . . . the Antarctic shoreline, where contemporary with our time, Scott and Amundsen have written their names in the romance of those seas.

It was after these voyages, and being pensioned in the King's Service that his imagination was fired by the long-standing question of the North-West Passage, and in 1776, sailed from England for the last time.

Eventually, above the horizon, appeared the coastline of Albion (as Drake had named California) where he ran into foul weather, and, at the expiration of

which, he found himself in the vicinity of Nootka Sound. He records that the Indians who paddled out to his ship had a fondness for metal. They were, in fact, conversant with iron and copper, which were used to make certain blunt instruments. It is also believed that there was considerable trading among the various tribes in these metals. Cook then proceeded northward in pursuit of the mythical passage through the Bering Strait, but encountered heavy ice-floes, which barred his way eastward, and resignedly turned his ship towards the Sandwich Islands for winter exploration, but fate held her sway, and Capt. Cook was killed in an encounter with the natives.

After this fateful event, Cook's ships returned homewards and called in at Canton, where the crew discovered the enormous value of sea-otter skins so easily caught on the north-west coast. The publication of this account soon filled the air with talk of fur trade expeditions, and numerous vessels were outfitted for voyages to British Columbia for purposes of trade.

The pioneer of the early fur trade was Capt. James Hanna, who sailed from China in 1785 and worked in the vicinity of Nootka. This event was the forerunner of many romantic episodes in the exploration of the British Columbia coast and country. A very interesting anecdote is the fact that the first European

woman to set eyes upon this territory was the wife of the commander who named the Strait of Juan de Fuca, Capt. Barkley.

History records also the names of Portlock, Dixon, Douglas, Kendrick, Gray and Mears, as being associated with the exploration of the coastal waters.

The latter, John Meares, who had sailed with Capt. Cook on his last two voyages, and having had some experience of the lucrative fur trading, set out with four schooners to establish himself in the British Columbia waters. At the same time, however, Spain, having considered that it was her right to all the fishing and furs north of Mexico, decided to found a colony under Don Estevan Jose Martinez. He built a fortress in Nootka in 1789, but instead of pursuing his instructions, devoted his time to the seizing of Meares' ships, which nearly upset the peaceful tranquility of Europe. It was not until a year later that residence was established in Friendly Cove . . . the same site as the fort built by Martinez. Judge F. W. Howay in his "British Columbia," (Chap. 4, p. 25; 1928, Ryerson Press), quotes in regard to this settlement: "It was a village that contained no women, had no trade, raised little for its support, depending almost entirely upon supplies from Mexico, and that existed by Government order for the sole purpose of

asserting Spanish sovereignty. Yet in this village, on the wild shores of Nootka Sound, the courtly forms of Old Castile held sway." This encampment existed until 1795, when by treaty, Spain relinquished her sovereignty upon the British Columbia coastline.

Let it suffice to say in reference to the Nootka Convention and subsequent treaties dealing with the right of sovereignty of British Columbia, that England suppressed Spain's dream of a world empire embracing the whole country of the Pacific North-West.

In consequence of the treaty, Captain George Vancouver was sent out by the British Government to search again for the North-West Passage. He proved himself to be a man of great capabilities as he was the first to consider a geographical survey a more pressing and important duty than the trading of furs for private gain. Having sailed up the coast of Southern America, he at length came to the mouth of the Columbia River, but owing to the heavy breakers, considered it unnavigable. It was left to an American schooner under Capt. Gray to further explore this magnificent river, and on this fact was later based the claim of the United States to the Oregon Territory. Vancouver then set upon his surveying, usually leaving his flagship and continuing in a small boat. In this manner he sailed up the

waters of Jervis Inlet, Howe Sound and Burrard Inlet, the latter being the entrance to the harbour of Vancouver, Canada's year-round gateway to the Orient.

For the next two years, Capt. Vancouver continued his survey along the coast of the Mainland and the Queen Charlotte Islands, right up to Alaska, when, not having heard of any further orders, returned to England, where he died at the early age of forty, after practically completing an exhaustive account of his voyages and explorations to British Columbia.

And today, British Columbia pays homage to its founder and navigator, and every year places a wreath on his grave in the Petersham churchyard in Surrey, England, as a token of respect for his faithful work in exploring the coastline of British Columbia.

Hitherto, all the exploratory work had commenced from the West, so it behooved three of the fur trading bourgeois to attempt an overland crossing to the coast. One of these men, Alexander Mackenzie,—who earlier traced the river bearing his name from the Great Slave Lake to the Arctic Ocean—left Fort Chippewyan on Lake Athabasca, endeavouring to trace a path to the coast, which he successfully accomplished by traversing the Peace and north arm of the Fraser rivers, down the Bella Coola river to salt water. Since Mackenzie's epochal journey, the

fact of his crossing has been cut into a rock at Bella Coola with the words, "Alexander Mackenzie from Canada by land, the twenty-second day of July, One Thousand Seven Hundred and Ninety-three."

Lured on by the competitive war between the fur companies, Simon Fraser, a partner of the North West Company, set out to trace a navigable course to the coast — presumably the Columbia — and to establish trading posts along the route. Having passed Fort George he continued downstream to Lillooet, until they approached the "Big Canyon" when all hope of navigation had to be abandoned. He then resorted to the old Indian trails running along the banks of the river, and from his memoirs he gives, in a graphic manner, a description of these trails, and of the ladders on which the party crawled around the bluffs and up and down the rocks in his relentless efforts to get through. Fraser now encountered evidences of maritime trade, as the Indian forts displayed such European articles as brass work, rough blankets and firearms. Having at last reached the Strait of Georgia, he set about taking latitudinal observations and found to his keen disappointment that he had not traced the Columbia River, but, instead, the mighty Fraser.

Before bringing to a conclusion the exploratory

work carried on by the fur trading officials, let us pause to record the name of David Thompson, who was the first man to undertake a thorough scientific geographical survey of British Columbia. His was not a race for private gain, but an effort to secure a better understanding of the interior country, and to study meteorological observations.

British Columbia, in fact the whole Dominion, owes much of its present-day success to the fur trading companies—the Hudson's Bay and North West Companies—who pioneered early settlement and developed colonization by establishing routes connecting their trading posts throughout the Province.

One of their number, James Douglas, became the first governor of Vancouver Island, which, since the transferring of the chief trading post from Astoria, Oregon, to Victoria, developed into a small colony of which the Hudson's Bay Company was given complete control for colonization purposes. Owing to the influx of the gold-seekers to the Fraser and Cariboo in 1857, Douglas decided to take steps to bring the mainland into line with the Island, and, accordingly, assumed control. This action brought the British Government to a point of considering the advisability of creating another Crown Colony comprising the mainland. A detachment of Royal Engin-

eers under Col. Richard Moody was therefore sent out to establish a site for the capital of the newly-formed colony together with a police and judiciary system to meet the present needs. Development increased in spite of the lack of funds and general hostility of the Island. But this complete isolation was short-lived, for in 1866, two years after the formation of the Mainland territory, the two opposing colonies joined hands under one government.

It had been expected that the union of the two colonies would result in a great reduction in government expenses, by the combining of two complete sets of officials into one. But the old evil continued and taxation increased until the colonial debt amounted to a fabulous figure in proportion to the population of the new colony and its ability to pay.

In 1868, there arose an agitation on the mainland, sponsored by one, Amor de Cosmos, for the inclusion of the colony into the Dominion of Canada. However, the present Governor and Council rejected all such proposals, until the people, awakening to a new sense of colonial democracy, held public meetings throughout the territory and finally succeeded after the death of Governor Seymour, to induce his successor, Anthony Musgrave, to forward a petition for its inclusion. All the terms and arrangements

between the Colony and the Dominion were finally agreed upon and on July 20, 1871, British Columbia became a Province of the Dominion of Canada with J. W. Trutch as its first Lieutenant-Governor.

One of the chief agreements contingent upon British Columbia entering the confederation, was that Canada was to complete within ten years, a railway to connect the Pacific seaboard with the Eastern railway system. This was duly completed, and was responsible for a great immigration of settlers chiefly from the Old Land and America—who pioneered the many cities today dotted all over the Province. There was quite a discussion as to the route of the railway over the Rockies, but ultimately, the Kicking Horse Pass was decided on, and is today used by the Canadian Pacific transcontinental lines. Whilst the terms of agreement called for completion of the railway to Port Moody, the company saw the opportunities for business in extending it west to what was then known as Granville, now the present Vancouver.

From the outset regarded as the City of Destiny, it was incorporated in April, 1886, and two months later was razed by fire. The old was swept away and replaced by new and better. From that day, the growth of Vancouver has been steadily increasing until, from a mere accumulation of flimsy wooden

houses in 1886, it has grown into a great, wealthy and prosperous city, which, with its suburbs boasts a population of over 350,000.

Thus, the story of the early history of the Province, although but brief in fact and structure, is brought to a point where we may rest well assured of its future growth.



PROVINCE OF BRITISH COLUMBIA

CHAPTER TWO

The Early Gold Rush

IN the early days of 1849, the peaceful quietude of Victoria was suddenly awakened by the arrival of straggling groups of nondescript wanderers with packs on their backs and leather bags belted securely round their waist, close to their pistols. They sought out Roderick Finlayson, then chief trader for the Hudson's Bay Company. They wanted provisions from the store . . . rice, flour, ham, sugar, tobacco . . . and shovels, picks, iron ladles from the smithy. Finlayson was in a quandary . . . to grant the demands of the "argonauts" was to shorten the days of the fur trader, for the miner sounded the knell of fur trading, and yet, these men were insistent and backed their demands by producing gold nuggets from their leather pouches. They volunteered little information as from whence they had come and whither they were going. Presumably they were seeking new gold fields, but who ever heard of finding gold in New Caledonia!

Rumours gradually crept into the company's forts

of finds of gold along the Kootenay rivers. There was even a flurry over the discovery of a gold nugget valued at six hundred dollars in the Queen Charlotte Islands, but it was short-lived. It was an isolated freak; the quartz could not be developed at a profit, and so the movement petered out. The character of these finds was such that they did not cause the government any material anxiety, so Victoria settled down to its usual routine of business.

Nine years later, Fort Victoria was beginning to consider itself as a secure fur trading capital; but something happened! The returning Argonauts, carrying gold nuggets to prove their discovery, were excitedly welcomed and the news "new placer diggings!" spread like wildfire up and down the Pacific Coast. The '49ers and late comers to California were clamouring for passage on boats bound for Victoria to enable them to reach the newly-found diggings. The accommodation at the Fort was soon exhausted and the overflow took to rudely pitched tents, awaiting means of transportation to the Mainland and on up the Fraser river by boat and trail to Yale. The mad scramble ashore and on into the practically trackless country of approximately forty thousand people, clambering over precipice and scooting up "Jacob's ladders," to reach the rich sand-bars of the Fraser

diggings is an episode to thrill us even today. They came also overland from Washington and Oregon, blazing a new trail from what is now Bellingham (then known as Whatcom), up through the boundary wastes to Mission, Hope and Lillooet. These gold-crazy prospectors were English, Scotch, Irish, Americans, Germans, Mexicans, West Indian negroes and Chinamen, and to this motley crowd belongs the honour of pioneering the vast hinterland of our Province in the great Cariboo gold rush of 1858, blazing the trail of what was later to be the road over which the railway was brought through the Fraser Canyon to the Pacific Coast.

Amidst this turbulent population, where order was enforced only by degrees, came the Royal Engineers under Col. Richard Moody, sent by the Government at London, England, as a construction unit. They were our first roadbuilders, running their lines and grades and hewing out of the wilderness the first pathway, the famous Yale Road, from New Westminster to Yale, up the Fraser River and on into the Cariboo. Came too, the first Judge of the Supreme Court of Vancouver Island, Mathew Begbie, whose fearlessness and uprightness of character made him a powerful factor in law enforcement in a raw, new country, where every man wanted to be a law unto

himself. Judge Begbie was known for his quiet wit. One tale told among the old timers is that the Judge was trying a case of assault, and in pronouncing judgment on the culprit, said, "And I fine you one hundred dollars!" The prisoner, a bit smart, and wanting to upset the dignity of the judge, replied, "That's easy, I've got that in my pocket!" Judge Begbie listened, and replied, "And six months in jail, see if you have that in your pocket, too!"

In the summer of 1858, Governor James Douglas appeared to deem the Fraser River gold discoveries of sufficient importance to warrant an official visit. He found that the Fraser was fairly swarming with goldseekers. Fully ten thousand people were employed on the river and its tributaries. Their mining methods were primitive; transportation was difficult. Living expenses were high and great hardships were being endured. Yet the rewards were immensely rich. For instance, Governor Douglas found that at Hill's Bar in the Yale District, and near the present town of Yale, some three thousand men were at work. One man, with four assistants, was taking out \$400.00 per day; another \$32.00 a day out of ground which had been washed to a depth of eighteen inches; large numbers, many of them wholly inexperienced, were making from \$15.00 to \$25.00 per day.

The places of gold deposits were very freakish and unaccountable. This fact is borne out by the splitting up of the groups who worked the adjacent creeks—the Lightning, Horsefly, Williams and Hixon. Many thousands of dollars worth of the precious metal was taken out of these creeks, and thus grew the towns of Quesnel and Barkerville. It is reported that immediately prior to the advent of the "rush" there were about seven hundred pig-tailed Chinese working the streams and legend tells us that they found the largest nugget weighing two pounds pure gold while washing in the bed of Hixon Creek. By 1865, however, hydraulic mining was replacing the more primitive operations of the prospector and the work was greatly intensified. Many thousands of dollars have been paid by capitalists for certain "producing" claims, only to witness after several weeks, a complete barrenness.

As to the prospector, that romantic figure, who for years has been the trail maker for finance . . . poor, ragged, roofless and staked by "pardner" . . . his has not been the easy comfortable life, even when he made a "strike," for at heart there was always that undefinable urge to go on—on to the motherlode from whence those little flakes of gold had been washed. Many are the tales of those old stalwarts, poling

rickety old dug-out canoes up the swollen streams in search of the elusive metal, and of the "pardner" that never returned. There is a story told of a party of twelve young men, who having tasted of the bitter disappointment of not finding the gold "that was there," decided upon trekking back to California through Whatcom and Oregon. Before leaving British Columbia they set about re-stocking of food for further travel and two of their number decided to have one last venture in following the bed of the Big Bend of the Columbia. After plodding the river bed for several miles they came to a ledge that had to be scaled and to attain this objective it was necessary to leave the stream and cut a path inland. Trees were "blazed" along the route and upon arrival at the top of the ledge darkness had set in. The younger of the two prospectors was up and crawling down to the ledge before daybreak next morning and when the sun came over the mountain and shone directly upon that ledge they had noticed the evening before, behold! there in front of him, glittering in the sunlight was free gold in the rock. But for every experience such as this, there were a hundred who worked intensely only to die for want of food.

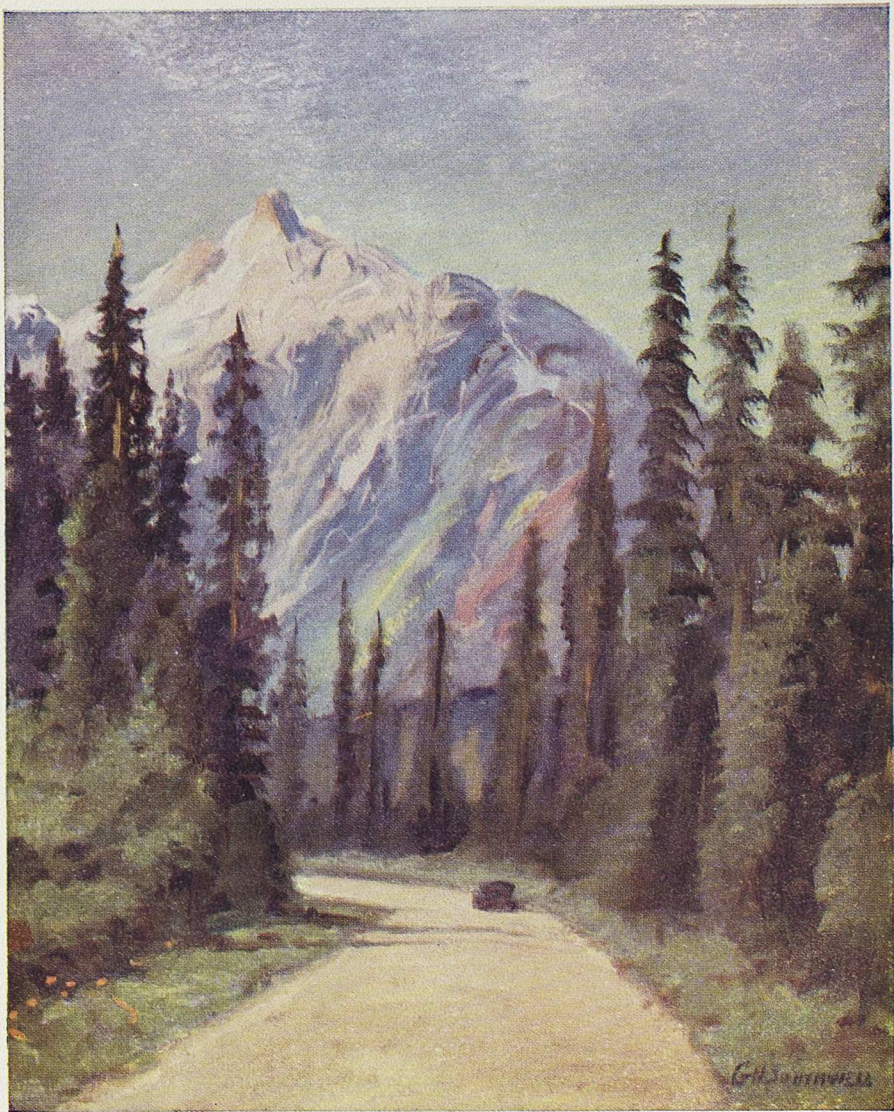
The great majority came and went, a few remained, some continued the search for the elusive metal in

the hills around Barkerville and never came out. Some took up ranching in the more hospitable valleys of the region, and their descendants are today, in many instances, carrying on. Practically all of the old originals have passed over the "great divide," and but few survived long enough to witness the second great revival of Cariboo gold.

In due time, news of the rich gold fields of this district had reached the ears of the public in the East, and there was a mad scramble to join expeditions leaving for the far-famed Cariboo. Overnight, wild-cat promotion schemes were launched, and express and stage coaches were commandeered for passage. Of all the various expeditions working their way out to the gold fields, one deserves brief mention. This group of Overlanders set out from St. Paul, Minn., and travelled up the Red River by steamer. In due time, after being aground in the mud on a great many occasions, the little ship "International" delivered its human cargo of gold-seekers (including an Irish woman and her two children), on the shores of Fort Garry (Winnipeg), from whence they started their overland journey. The trail followed the paths of the old fur-traders, passing through Forts Ellice, Carlton, Pitt and Edmonton. The usual programme was to rise at two a.m. and on the trail at three. Breakfast

was at six, dinner at two, and supper at six in the evening. Most times tents would not be pitched until nine and the jubilant throng quietened down for a brief, well-earned rest. After leaving Edmonton the Overlanders experienced greater difficulties in marching through forest and windfall, and thus came to the Yellowhead Pass, the route that was decided upon as being the easiest to cross the mountains. Food was now getting drastically short, the remaining oxen had to be killed for food and rafts had to be made. These were the pressing problems facing this courageous band. The remainder of the journey was a series of navigating rapids, climbing over "Jacob's ladders," scaling precipices, until, after four months on the trail the Overlanders crept into Quesnel, the entrance of the Cariboo.

Thus we write finis to a chapter filled with glamour and pathos alike and embodying a glimpse of the dogged perseverance of a class of pioneers that we, today, are well proud of.



Picture owned by the Government of British Columbia.

G. H. Southwell, Artist.

*Where the Mountains Reflect the Glories of the Summer Sun.
A Kootenay Park Drive in British Columbia.*

PROVINCE OF BRITISH COLUMBIA

CHAPTER THREE

The Introduction of Printing into British Columbia

AS in the case of the introduction of printing into the European countries, the clergy played an important part in the fostering of the printed word in British Columbia amongst almost insurmountable difficulties. It is generally accredited that the advent of the first printing press was through the persistent endeavours of a Catholic Bishop of Vancouver Island, Mgr. Demers, who finally obtained from the Society for the Propagation of the Faith in France a gift, in the form of a printing press and a few cases of type.

Much comment has been evoked as to the correct date of the arrival of his press, but Mr. Douglas C. McMurtrie has practically established the year 1856 as being the time that Mgr. Demers began to print. However, it was not until two years later that we authoritatively know that Mgr. Demers started to print a news-sheet, in the French language, dealing in affairs political and literary, under the editorship of Paul de Garro, a French count, who was exiled in consequence of the Napoleonic coup d'etat of 1851.

This news-sheet was the pioneer of today's present development in the realm of newspapers in British Columbia.

The "Courrier de la Nouvelle Calédonie" enjoyed but a brief existence, either because the undertaking, modest as it was, was yet beyond the resources of its originator, or because the noble editor was unable to retain the confidence of the bishop. Whatever the reason, publication ceased after only a few numbers had appeared. The story runs that Count de Garro, who, after his exit from the newspaper field, had worked for some time as a waiter in a Victoria restaurant, met with a tragic fate a few years later, when he was the victim of a boiler explosion on board an old steamer which was carrying him, together with other gold seekers, towards the placer diggings of the Cariboo.

At this juncture, gold was reported as being discovered among the Cariboo hills, bringing an influx of immigrants from California as well as from England, until it is estimated that there were approximately 15,000 people gathered in Victoria. It was a restless, seething population who yearned for a newspaper as an outlet for the expression of their ideas and ambitions. Therefore, it was quite natural that in a period of six months, no less than three

newspapers were launched: the "Victoria Gazette," "Vancouver Island's Gazette," and the "British Colonist." Out of the four early newspapers started in 1858, only one, the "British Colonist," has survived, being published even today, under the briefer title of "Colonist" in Victoria. This newspaper has now enjoyed the confidence of the Victoria public for seventy-five years and much credit is due it for the able manner in which news, even though difficult to obtain in the early days, was disseminated. The "Colonist" also has one of the most complete libraries dealing in early historical data relative to British Columbia as its information is first-hand.

As it has been stated before, the "Colonist" employed Mgr. Demers' press to carry out the production end of the paper until 1862, when it pioneered the printing industry by installing the first cylinder press in British Columbia, and in 1876 added the use of steam power to drive its machinery.

It was with the press and type cases of Mgr. Demers that the "Colonist" was launched in December, 1858, and was founded by Amor de Cosmos, a Nova Scotian, who later played an important part in the political affairs of British Columbia. By the end of 1859 the "Colonist" had witnessed the failure of its two contemporaries and was itself harassed by many

difficulties, one incident in particular presenting a dramatic climax to the affairs of state in the newly-created colony of Vancouver Island.

The well-known Canadian historian on printing, Aegidius Fateaux, in his "Introduction of Printing into Canada" (Chap. VI., p. 14), published by the Rolland Paper Company Limited, describes the above-mentioned incident as follows: "Even the 'Colonist' had some difficult storms to weather. If credence may be given to Duncan George Forbes Macdonald (British Columbia, London, 1862, p. 278) it was very nearly strangled in its cradle beneath the weight of a proclamation by which the Governor, Sir James Douglas, dissatisfied with *Amor de Cosmos* by reason of his independence, armed himself against the latter with certain ancient statutes which had long fallen into disuse and drew up claims which were equivalent to complete extinction. Macdonald states that there was a regular rising of all the colonists, who, by way of protest, subscribed on the spot the guarantee of £800 which had been stipulated by the governor and thus ensured the continuance of the threatened newspaper."

We have thus far given a brief synopsis of the events leading up to and surrounding the introduction of the printing press into Vancouver Island,

which was in the early days, the only settlement in British Columbia with any pretense as to size.

But, however, with the advent of the gold seekers into the Cariboo hills, far inland from the coast, it is only natural to suppose that before long newspapers would set up to fill the educational need of the ever-increasing population.

Therefore, the "Cariboo Sentinel" was founded with George Wallace as publisher, who purchased the now famous press of Mgr. Demers from the "Colonist," who had by this time replaced it with more modern machinery. Under his leadership, the paper progressed rapidly and he created a situation quite new in advancing his subscription price to \$52.00 per year! However, after a short period of publishing, Wallace turned his attention to "showmanship," and later turned the paper over to C. W. Allan, who reduced the somewhat inflated subscription rates and carried on the paper until 1872. From that time on with the extinction of the placer diggings, the Cariboo district was practically deserted, and not until within the last five years (during which time lode mining was developed) has there been any great influx to this section of the country.

It is recorded that the mainland coast of British Columbia was being developed both in commercial

and agricultural spheres. Epecially the town of New Westminster, formerly the capital of the mainland, was progressing, and in 1861, the "British Columbian" was founded under the capable guidance of John Robson, who later became Prime Minister in British Columbia. Little is known as to the ultimate history of this paper, but, of course, there were many other newspapers starting up as the district grew in population. In the early period of popularization of the mainland, newspapers intended for distribution in that section of the province were printed on Vancouver Island, even the "Province" until W. C. Nichol, later Lieutenant-Governor, purchased the plant and moved it to Vancouver where it enjoys today the reward of faithful service to citizens. It might be stated that within the past few years this paper has been operated by the Southam Press as the Western unit of its chain of newspapers extending the entire breadth of Canada.

So far, we have only mentioned newspaper work in describing the introduction of printing, chiefly on account of its being the only means of educational expression necessary to such a vigorous and floating population for some few years. However, as the years went by, man's natural instinct for cultural growth led to the printing of books. One of the first

books to be printed, if not the first, was the "Fraser Mines Vindicated or a History of Four Months," printed by the Count de Garro in 1858. This fact absolutely identifies the Count as a printer. An amusing fact in relation to de Garro's book was that it was sold for fifty cents. Practically simultaneously the Chief Justice Cameron of Vancouver Island published an eighty-six page book entitled: "Rules of Practice of the Supreme Court of Civil Justice, Vancouver's Island" which was the forerunner of government printing. As the number of printing establishments grew, in like manner did the production of book work increase, dealing in religious, secular and government reports, etc.

In connection with the printing of government reports, one is reminded of the romance attendant on the coming of the Royal Engineers in September, of 1858, under the capable guidance of Lieut.-Col. Moody. These men did much towards the upbuilding of the young Province by their unselfish devotion to duty and their heartfelt interest in their future home.

With them came the first printing press used solely for the printing of proclamations, reports of explorations by the detachment and other government forms. Col. Moody purchased the entire printing equipment consisting of a printing press, a few cases of type

and other requisites, in London, for \$250.00. In 1860, the press was transferred to the Colonial Government and the Government Printing Office was established with Richard Wolfenden, then a corporal in the Royal Engineers, as Government Printer. It was not until 1888 that the title assumed the sonorous dignity of "Printer to the Queen's Most Excellent Majesty." Col. Wolfenden continued in charge of the Printing office until his death in 1911, during which time he had built up the Government printing industry to one of the most efficient of Government services.

Col. Wolfenden was succeeded by Mr. W. H. Cullin, who was, in turn, followed by the present King's Printer, Mr. Charles E. Banfield, who has guided the Printing Office to a specially designed factory building due to the ever-increasing volume of business. It is with sincere gratification that we record the fact that it was mainly through the foresight of Mr. Banfield, realizing that success is obtainable only by the sharing of one another's knowledge, that the Victoria Club of Printing House Craftsmen was formed.

Thus we have portrayed to a small degree the romance by which printing was first introduced into British Columbia. The most colourful figure in the brief history of printing was the press of Mgr. Demer.

It entered the last stage of its career at Kamloops after printing the "Inland Sentinel," when the owner of that paper, Mr. M. Wade, presented the ancient and venerable press to the nuns of St. Anne at Kamloops, British Columbia. It rests today in Victoria, in a Convent belonging to the same order as the one at Kamloops, where it is regarded with a semi-religious respect. As we have seen, it has passed into many hands, doing for each of its owners, a task that we of today would deem impossible due to its mechanical defects. It is only fitting that this press should not be cast in oblivion via the machinery scrap heap, but rather to stand as a remembrance of the old pioneers in printing, who, with a tenacity of spirit continued to make this, our Province, a seat of education for the benefit of its people.



PROVINCE OF BRITISH COLUMBIA

CHAPTER FOUR

Land of the Golden Twilight

ONE hundred years ago the covered wagon made its westward trek into the vast Unknown—a country where buffalo roamed, and untamed savages spread their villages to live in sylvan charm. The wild grandeur of the primeval forest has been softened by man's handcraft until the entire countryside has taken on an architectural enchantment.

The slow-moving, horse-drawn caravan of a century ago has vanished from the North-West—but there is still adventure, romance, and the wild, unspoiled charm of Nature beckoning to those of the "Covered Wagon" of today. For one who cares to direct the harnessed horses of automotive energy to the Northward may follow in comfort the pathways into the Land of the Golden Twilight and reach the alluring trail leading to the Land of the Midnight Sun.

The Land of the Golden Twilight is calling. Here, where the setting sun gives benediction in the evening sky with crimson and gold, silver and royal purple; and the dawn salutes the new day with

sparkling dew like the nectar of the gods, invigorating the body and stimulating the mind, is an appeal to those who love Nature.

Therefore, whilst our fickle mood is focused upon the beauty of Nature's environs, let us picture in our minds, a travelogue of today's British Columbia.

We commence our tour of scenic grandeur at the capital of the province—Victoria . . . sedate and almost demure. It stands on the southern tip of Vancouver Island, with the breakers of the mighty Pacific beating upon its shores . . . and its inner harbour a landlocked basin.

The massive array of Parliament Buildings never fails to impress . . . in front, a broad expanse of evergreen lawn and shrubs, broken by the brilliance of the flowering beds, and the curving driveways leading to the grey bulk of the Buildings. To really grasp the magnificent proportions, one must stand beneath the lofty and inspiring dome and sight along the corridors which stretch away on either side. We mount broad stairways leading to the splendid Library and Legislative Chambers, where sits the Legislative Assembly, the governing body of the Province. Parliament opens with regal splendor . . . troops in scarlet and gay tartans, with rolling drums and the measured beat of artillery . . . an impressive

ceremonial, live and meaningful, to which a certain wistfulness is attached, Victoria being the most westerly outpost of the Empire. Behind the modern buildings stand the older structures of Colonial days, built of bricks brought laboriously 'round the Horn . . . the old Legislative Chamber, well-preserved and keeping a good deal of its former dignity back in the fifties . . . and the Museum, housing a collection of animals, birds and fishes of the Province and adjacent waters, together with the art and life of the Indian.

A visit to this treasure-house makes one feel the immensity of other parts of the universe in comparison to our small being.

A warmly attractive city, and fortunate in all its approaches . . . and from all points of its seafront are splendid views of the opposing Olympics and the more distant ridges of the mainland. Nearby is the quaint old town of Esquimalt, with its huge dry-dock, and historical background. And we radiate northwards over the motor roads through the rugged countryside, among the hills of Sooke, where practically every phase of senic beauty is represented . . . rivers, lakes, and ocean beaches . . . scenic parks, deep forests and mountains hung with snowy white glaciers. One passes through a succession of pleasant towns and peaceful villages, each bearing the

stamp of its supporting industry . . . Duncan, for example, is clearly agricultural . . . Ladysmith, Nanaimo and Cumberland depend upon their coal mines . . . Courtenay is the centre of the rich Comox Valley . . . and huge logging camps operate in the vicinity of Alberni.

Between the Island and the mainland lies the Gulf of Georgia, tortuously making its way among the thickly sown islets that tempt the traveller to further explore Nature's wonder-ground.

In a short while, we encompass the panoramic view of cosmopolitan Vancouver, with its intriguing mountains to the north and delta land surrounding the mouth of the Fraser river to the south. Vancouver is wonderfully impressive, intensely interesting with its bustling life and movement . . . its thronging wharves . . . its colourful and vigorous personality. A city of massive buildings and picturesque homes and gardens where child and adult alike, may share in the sparkling beauty of its natural enchantment. The shops offer an appealing charm, displaying as they do, quaint curios, emanating from the Orient and Indian villages of the Province.

Just twelve miles distant lies the city of New Westminster, extremely Victorian, which was built by Col. Moody and his Royal Engineers. Here we begin

our fleeting sojourn over the hills and byways to the Land of the Golden Twilight . . . careening over the ever-winding trail of the Cariboo.

From the seaboard the way lies through the fertile fields of the Fraser Valley and the smiling lands of Sumas and Chilliwack, on to Hope, a former stockaded fur-trading post of the Hudson's Bay Company, from where the road leads to historic Yale, which in the days before the gold-rush, was also a fur-trading establishment. It has indeed seen history in the making has old Yale, where the mighty Fraser river breaks through the granite walls of the Cascade Range.

Following as closely as possible the old road, the modern "trail" to Cariboo emerges from the canyon at the confluence of the Fraser and Thompson rivers at the head of which lies Lytton, an old historic town. The awesome grandeur and majestic beauty of this country must be travelled to be appreciated. In that stretch of country along the Fraser, were many river-bars where gold was panned and rockered. From Lytton we travel along the road through the hills and valley, passing en route such towns as Spence's Bridge, Ashcroft and Hat Creek up to Clinton which is the entrance to a vast fertile region and rich in mineral potentialities.

Fourteen miles out of Clinton we embrace the multi-coloured walls of "The Chasm," one of Nature's awe-inspiring accomplishments. It is somewhat similar in appearance to the world-famous Colorado Canyon. It appears as if a great trough was scooped out by some gigantic force when the world was young. It is seven hundred feet deep and a little stream meanders thinly at its base covering many miles in area. Old roadhouses survive from the days of the Concord coach and the covered wagon . . . old towns drowse in the sunshine—150 Mile House, Williams Lake and Soda Creek—whose names were on every lip in the hectic days of '58, when gold lured its thousands to the sand-bars of the Fraser.

Along this road Quesnel comes to view with its semi-cosmopolitan nature inasmuch as it is the "end of the steel" of the Pacific Great Eastern Railway—a province-owned line operating from Vancouver.

At a point just north of Quesnel a road strikes off to Barkerville. Here indeed one finds oneself within the portals of another age . . . finds it easy to visualize the "roaring camps" of gold-rush days. Ancient buildings droop over crumbling board-walks, perched at just the height of the Conestoga wagons of the old town's heyday, when huge fortunes were panned from the nearby creeks . . . the Bell Union Dance

Hall . . . the old Theatre Royal . . . the leather hose and buckets of the bucket brigade which failed to save the town in '68; all have a queer fascination, an oddly touching appeal.

Travelling due north, the great highway at length reaches Prince George, situate at the confluence of the Nechako and Fraser rivers. Once an important fur-trading post of the Hudson's Bay Company, Prince George is year by year increasing in population and scope of activity. It augurs well to become an important city, opening up the vast fertile region of the Peace River. West by Nor'west the highway now trends into the land of the Golden Twilight. A short run over plateau lands and park-like forests of the wide Nechako Valley brings us to Vanderhoof and Fort St. James—one time capital of New Caledonia. As we progress along the "Trail," Burns Lake comes to view, with its charming location . . . Smithers, with its silver-veined mountains is but a short distance and then we at last enter Hazelton, at the "end of the road."

It strikes one differently . . . is old, but has no appearance of decay . . . it suggests rather the Ultima Thule . . . one knows that one can go no farther. In the near vicinity are the Indian villages of Kitsequelka and Kispiox with their wierd totems . . . the armorial

bearings—the crests and quarterings—of an ancient and mysterious people, whose folk-lore and whose tribal wars have steeped the country in their legends. Here is the land of the Golden Twilight, of long summer days when the sun lingers in the evening sky and darkness steals on tiptoe. One feels that one is in another country, another continent, where space becomes not the confined area as the cities are known, but rather Nature itself.

And now that we have traversed the land of the Golden Twilight, and having absorbed the primeval beauty that lured us on why not take time for yet another fleeting visit to a "Land of Golden Harvest"—the Okanagan Valley. For our convenience we enter the valley at a point on the International boundary line leading from the inland metropolis of the State of Washington—Spokane, where out of the desert a city full of architectural beauty has sprung, and enter the peaceful country ripe with sub-tropical fruits at Oliver, irrigated from the Okanagan river. Orchard upon orchard spreads itself over the entire surrounding countryside and the products therefrom ultimately find their way to the furthestmost corners of the world. We then pass along highways flanked with shaded trees, keeping close to the cooling waters of the river draining into the beautiful

Okanagan Lake, until Penticton comes to view, replete with modern facilities. Summerland, Kelowna, Oyama, and Vernon, all bordering on the Okanagan Lake present their own individual beauty of landscape. No spot in British Columbia is more beautiful in the springtime than the lovely orchard district of the Okanagan Lake where health is a byword and rest is assured.

Unfortunately, this chapter will always be incomplete until the day comes when we shall be able to extend our pathway to the "Land of the Midnight Sun" . . . the Yukon and its northern forests . . . Alaska, with its industries . . . and, ultimately, the ice-flows of the Arctic.

Today, also, as in the past, men of vision, men of faith and courage, are visualizing the future . . . planning, preparing for the mightiest highway project that the world has ever known. It is magnificent in its conception and stupendous in its national and international scope. It is the construction of a Pathway of Peace from the end of the present highway at Hazelton on through the northern portion of British Columbia to the Yukon, across the vast stretch of territory connecting with the road system of Alaska. For more than a century we neighbours — Canada and the United States—have lived in peace, harmony

and goodwill. No hostile shot has disturbed the serenity of our relations—and now, as a monument to that Peace and as an object-lesson to older nations, we propose to construct this mighty highway that spells Prosperity and a continuance of International amity.

PROVINCE OF BRITISH COLUMBIA

CHAPTER FIVE

With Rod and Gun

THE lure, the romance, and the mystic charm of pioneer days are still to be found in Central British Columbia, where settlement battles with the primitive forces of nature on the fringe of the Great Silent Places, where fur-traders roam as they did in Old Oregon in the days when the Republic was young and the Dominion unconceived. From these Northern settlements the hardy prospector vanishes into the wilds to seek the treasures of the hills; the fur trapper leaves his log cabin beside a stream and traces the trails of wild animals to set out his traps in order that the whims and fancies of fair ladies in sheltered homes may be gratified with costly robes; and the big-game hunter follows his guide in search of moose, caribou, elk, and the nimble sheep and mountain-goat, or to battle with the lordly grizzly in his mountain fastness.

The climate, mild and cool, encourages the vigorous effort involved in the stalking of big game. The finest parts of the Interior, while offering all the

elusive charm attaching to the distant and remote are easily accessible; on the very fringes of its towns and cities one may lose oneself in an immensity of forests, or launch upon a brooding solitude of waters. The deep forests and naked, wind-swept ridges challenge the sportsman to match himself against the creatures of the wilds; to pit his skill against their cunning, to meet craft with craft, to win his well-earned trophies only after marksmanship, eyes, lungs and legs have been found equal to the test which the sport imposes.

One of the most dominant figures in the game trails of British Columbia is the bear — black and grizzly types. They roam throughout the northern area of British Columbia—the Peace and Cassiar districts. They are also quite plentiful in the Cariboo and Kootenay Lake districts. The grizzly—unless for the occasional outlaw—will not attack wantonly. Not all grizzlies are huge; they differ in size with their location. On the mainland coast where food is plentiful, the climate mild, and the period of hibernation comparatively short, they are immense. In the Interior—in the Cassiar, for instance,— they are smaller and often quite light in colour. In Eastern British Columbia they are of medium size, with a dark undercoat and light-tipped hair—in fact, the

genuine "silver-tip." The Silver-tip rarely forsakes the higher altitudes and is found chiefly near timberline. They are not particularly sharp sighted, but their scent is keen and hearing acute. The black bear is common to the Province at large and is hunted sometimes with dogs on foot, which makes it a strenuous sport. Not all black bears are black; the name has been applied to the species because black is the prevailing colour. The proper time to hunt bear—black, brown or grizzly—is in the spring when the pelts are at their best.

The manner of the grizzly is very peculiar and interesting. Many hunters consider him the most savage of the forest lords, but, however, if credence be given to A. Bryan Williams, they are the very opposite in nature. Mr. Williams, who for thirteen years was head of the Game Department at Victoria, portrays in his "Game Trails of British Columbia" (Charles Scribner's Sons, New York), a graphic description of the many misrepresentations of this romantic figure of the British Columbia hills. Go where you will, if there ever were grizzlies in that neighborhood, you will hear yarns narrated of these animals that, if you believe them, will make you shudder, and doubt the advisability of venturing anywhere where one of them may be encountered.

In almost every district there is a monster grizzly that nobody can kill; his footprints are eighteen inches long and nearly a foot wide (they have always been measured to a fraction of an inch); he stands nearly as high as an ox and weighs a ton or two. Your informant will tell you with bated breath how he was chased for over a mile, and only escaped by spending a night in a tree or by swimming a river. You will also be told stories of how a wounded grizzly advanced on his hind legs towards some intrepid hunter, roaring defiance, and gnashing his teeth in rage.

" . . . During my long sojourn in this country I have met hundreds of bears of all sorts, and they were usually most inoffensive animals. It is doubtful if the percentage of ill-tempered grizzlies is any greater than that of cross cows or vicious dogs, while it is infinitely less than that of savage bulls. So it seems to me that the chance of anybody getting hurt by a bear while out in the mountains is not any greater than when taking an ordinary walk in the country, nor are all the risks taken when out in the mountains, anything to compare with those one takes every day in a big city. Anyway, such is my experience, as after travelling for over thirty years in all sorts of rough, wild country, the only serious

accident I ever had was while walking down the streets of Vancouver, when part of an old building collapsed and nearly killed me as well as several other people."

Nevertheless, the grizzly gives the hunter real sport in stalking and the rewards are always well-earned.

Space permits of only a brief mention of the characteristics of the other game roaming the hills and plateaus of British Columbia's hinterland. There are two distinct varieties of Caribou, the *Montanus*, a species roaming the high forests surrounding the East Kootenay Lakes; and the *Osborni*, a type that prefers the open slopes of the Cassiar district. The mountain Caribou is the smaller of the two, and their horns of smaller proportions, but both varieties are remarkable for the sleekness of coat.

The Mountain-Goat is decidedly not a handsome animal, but their heads are in great demand among big-game hunters. It haunts the more inaccessible screes and ledges, and is so entirely sure of itself that a good climber can approach to point-blank range. They are very plentiful in almost any part of the Province.

Only one species of Moose is indigenous to British Columbia, but those of the eastern part differ noticeably from those of the north. The Cassiar country

produces the finest specimens, and spreads of upwards of 60 inches are not uncommon. The stalking is tedious since the moose is very sharp-sighted and its hearing keen.

The Wapiti is better known, perhaps, as the elk, although that is a misnomer. The large bulls are fine animals, in fact, in many respects, the handsomest of them all, with magnificent antlers. This is particularly so in East Kootenay, where the heads are very fine. It is fairly plentiful in the Lillooet district and on Vancouver Island, where it once roamed in the thousands.

The three types of deer known to British Columbia—the Mule, Coast and White-tail—are very interesting to the hunter. The former for his exceptionally fine horns, the Coast for his superior hunting ability and amazing strength of stride, and last, the White-tail, being the most sporting of his race.

The Mountain-sheep affords the most strenuous sport of all, and imposes the heaviest tax on the hunter's skill, strength and endurance. Actually there are four indigeneous species and all of them live high above the timber-line on the naked ridges. The Stone, the Fannin, and the Dall, are found only in the north above the line of the Canadian National Railway, while the Bighorn has its habitat in the

Rockies. They are extremely wary and must be stalked with infinite patience and perseverance, but their massively-horned heads are magnificent trophies.

Nothing has been said in regard to wild fowl. It is in fish and big-game that British Columbia excels and, frankly, its resources of wild fowl are not extraordinary. Splendid sport can be had with the gun in the vicinity of Victoria and Vancouver, however, where pheasants, quail, and partridge are plentiful. Blue grouse abound on Vancouver Island and are very fast on the wing. Ruffed (Willow) grouse are wilder and less plentiful, but make excellent sport over a slow, steady dog; and ducks and Canada geese provide fine sport in the winter months on the small lakes and swamps in the Interior and the Lower Fraser Valley.

* * *

One of the keenest forms of sport in British Columbia is fishing. Up and down the many streams wending their tortuous course among the hills and forest-like country the angler has a real opportunity to excel himself in luring and landing his favourite species.

There are actually five indigeneous species of salmon in British Columbia but only two—namely,

the Coho and the Spring (Tyee)—will take the lure. The Spring is the noblest of them all and takes the troll easily and ranges in weight from a few pounds to eighty pounds. Possibly the finest specimens are caught in the Campbell River, on Vancouver Island, with rod and line. Indeed, Campbell River is the headquarters of the famous Tyee Club, whose roster contains names of anglers from every quarter of the globe and whose "button" is a distinction dearly won and highly prized.

The Cohoes are of a smaller type, but prove a very "gamey" fish. The streams of Vancouver Island are favoured for this type of sport, where the fly may be used.

Speaking of trout, British Columbia boasts of three distinct species, namely, the Steelhead, Rainbow, and Cut-Throat. The Steelhead resembles the European trout in habit, form and colour and ranges in weight from 8 to 15 pounds. The fresh-run Steelhead is a beautiful fish of flawless silver, but as the spawning season approaches it acquires a tinge of crimson on its flanks. The "Dolly Varden," though commonly called a trout, in point of fact is a char. It is sturdy rather than graceful, and more solid than spirited, but is a powerful fish and not easily captured.

No chapter dealing with rod and gun would be complete without mentioning the allied sport—canoeing. British Columbia is singularly fortunate in the number of its lakes and navigable streams and numerous routes are open to the traveller who favours the canoe. At the same time it should be pointed out that most of them are for the experienced waterman; only a few can be travelled safely without a guide.

A remarkably fine trip is from Canal Flats in East Kootenay, around the Big Bend of the Columbia, and down the Arrow Lakes, with some thrilling passages among the canyons of the Big Bend. Another trip is the short run down the Cowichan River to the sea, made as a rule in May or June when the river is high. The distance is only some thirty miles, but the experience is delightful.



E. A. KING

PROVINCE OF BRITISH COLUMBIA

CHAPTER SIX

Industrial Development

IT has been suggested that romance ceases shortly before industry starts to mould an inhabited area. But such is not the case, for in briefly penning the rapid advance industry has made in British Columbia and its effect upon the population, one cannot fully understand the vital statistics in relation to industrial growth without appreciating the deep and significant romance attendant upon the difficulties and success of individual effort.

The topography of British Columbia lends itself particularly to agriculture and stock raising. As early as 1811 the first garden was planted at Fort St. James on Stuart Lake by Daniel W. Harmon, who endeavoured to raise the necessities of life—onions, carrots, beets, potatoes and a few grains of barley. From this small undertaking the value of British Columbia's agriculture has jumped to approximately sixty-two million dollars in recent years.

British Columbia has more intensive farming and greater diversity than anywhere else in Canada.

While in some districts stock raising, mixed farming, grain growing, and other branches are developed extensively, the small farm is the rule in many areas. Average value of farm lands is much in excess of that in other Provinces, and all fruits, except tropical, can be grown in the fruit-growing sections—apples, apricots, cherries, peaches, plums, grapes, nectarines, figs and various small fruits. Canteloupes, melons, tomatoes, celery, etc., are raised to a large extent. Tobacco is grown in the Lower Fraser Valley and the only hop-fields in Canada are in this Province, while the average yield in field crops and vegetables is the highest in the Dominion.

The forests, with their majestic firs and pine trees present an appreciable profit to the Province. A huge scheme of reforestation has been launched in order that one of British Columbia's greatest industries may continue to function. These forests contain the greatest stand of softwoods in the Empire—the last great reserve on this continent.

When one travels up the coast of British Columbia and is fortunate enough to be within hearing distance, the shrill whistle of "another day" at the logging camps is heard. Upon arrival at the scene of operations one would see the obstinate puffing of the donkey engine . . . the grinding and snorting of

the locomotive bearing the fallen logs to the streams or coastal waters (the "salt chuck" as the ocean is called by the loggers) . . . hundreds of lumberjacks, falling, cutting, and hoisting what was once an awe-inspiring primeval scene . . . and amidst this turbulent noise, the cry "Below!" would pierce the ears as another tree fell to the ground carrying all beneath it. These logs are then shipped either to the mills for dressing or, sometimes, in the native state, to all portions of the globe.

The shingle mill is a bustling scene, replete with men and machinery, turning out ten million shingles per day. The sawmills employ a large percentage of the manual labor classes in producing their one billion eight hundred and ninety-eight million board feet of cut lumber per year.

Mention should be made of the pulp and paper industry as it has reached the stage of a large exporter. Certain quantities of raw pulp are shipped, but the export trade calls mostly for paper. Australia, New Zealand, Europe and Hawaii, are all customers of British Columbia for newsprint.

In describing the growth of mines and mining—gold, silver, lead, zinc, and coal—we leave the early romance attendant to their discoveries for a resume of modern production results. Development began

with the opening of the Hull Mines in 1887, when the City of Nelson was inaugurated as a mining centre. Smelters were established throughout the area, notably the establishment at Trail, where Consolidated Mining & Smelting Co. Ltd. operates the largest metallurgical plant in the world. The silver-lead properties in the Slocan district were soon producing, and presently the East Kootenay was adding its quota from the Sullivan, St. Eugene and North Star mines. In 1891 the Mother Lode was brought in near Greenwood and the Granby near Phoenix, both fine low-grade deposits of copper and gold, soon to be followed by the Nickel Plate at Hedley.

The search spread to the Coast, where the famous Britannia Mine was opened in 1898. In 1910 the Granby Company began to look farther afield and established itself at Anyox, which soon became an important centre. A few years later attention was drawn to fine deposits of gold-silver ore at the head of Portland Canal, on the edge of Alaska, and almost at once the Province found itself richer by another splendid mine as the far-renowned "Premier" came into production.

The last few years has seen the rapid development of gold mines in the newly-created Bridge River district. Such producers as the Pioneer and Bralorne

mines are fast coming into the spotlight and this area contains many exceptionally fine prospects. At the time of writing the development of the Bridge River district is astounding, where 65 mines are being worked in various stages of development, with some of them nearing the production point. The entire Province is highly mineralized and with advent of modern machinery British Columbia is looking for a rapid opening of new mining sections. In this respect, the Atlin district is notable, where much development has already taken place.

Curiously enough, in the light of what followed, it was not gold that brought the first miners. Coal was discovered on Vancouver Island in 1835, but it was not until 1850, when extensive seams were found at Nanaimo, that it was worked commercially. Miners were imported from Scotland and a considerable tonnage was shipped in the next few years. The Wellington Mines, opened in 1871, and the mines at Comox in 1875. A splendid export trade was developed and continues to the present day. The Kootenay area produces some of the highest grade coal of the Province, and the mines in the Rockies are extremely well developed. Within the past few years, owing to the rapid advent of oil and sawdust burners, the coal mining industry finds itself in a

precarious state and in many instances they employ three-quarters of the workers of the district in which they operate. This condition may yet become acute unless some schemes are formulated to ensure the future of the coal industry.

Among the metals, copper is the greatest in volume and copper mining has been a leading activity for over forty years. Lead and zinc are commonly mentioned together, of which British Columbia has enormous deposits, and offers better opportunities for development than most parts of Canada. Ninety-eight per cent. of Canada's lead production, and almost ten per cent. of the world's total, comes from the giant smelter at Trail and mostly from the Sullivan mine, although the smelter treats ores from practically all the silver-lead-zinc properties in the Province. British Columbia's production of silver is small compared to some countries, but almost without exception its economically-valuable ores have a silver content, and the metal is important on that account. Miscellaneous metals and minerals used for commercial purposes are present in fairly large amounts, among which are bentonite, bismuth, cadmium, diatomite, gypsite, gypsum, platinum, selenium, nickel, shale, soda and talc, with large bodies of limestone, building stone and clay.

Commercial fishing is a vital factor in the growth and prosperity of the Province. From north to south, the Province measures approximately seven hundred miles, and is equal in area to the States of Washington, Oregon and California combined; its sea frontage however, is so freely indented with long, sinuous inlets that actual measurement would reveal some seven thousand miles of coastline. Between the mainland and the Pacific proper, lie innumerable islands—the peaks and plateaus of a submerged mountain chain—which form a breakwater against the direct onslaught of the ocean and give thousands of miles of safe and sheltered waterways, fringed with vast feeding-grounds and harbouring myriads of salmon, halibut, cod, and visited regularly by great shoals of herring and pilchard. Almost half of Canada's total production of fish is taken from the western seaboard.

Whaling and sealing have furnished dramatic incidents in the past. Jack London's "Sea Wolf" is allegedly based on the exploits of a noted Victorian sealing master in the days when Victoria was the headquarters of the Pacific fleets operating in the Pacific "north of 53°" to the Aleutian Islands.

The salmon canning industry has grown to an enormous extent, some 9,500 boats and 11,000 fisher-

men employed. The export market consumes most of the product. The entire process of canning salmon is illuminating as it affords an insight to the many details attendant to preparation of foodstuffs for consumption months afterwards. The method followed in British Columbia starts with swift carriers speeding the fish from the fishing fleet to the canneries, where they arrive freshly caught and in full flavor. The canneries are splendidly efficient, and scrupulously clean. The fish are handled only by machinery, heads, fins and entrails being removed at the rate of sixty fish per minute, after which another type of machine chops the trunks into pieces large enough to fill the cans. Cans are, of course, airtight, and are then placed in retorts for ninety minutes at a temperature of 240° to soften the bones and complete sterilization.

In water power and electrical energy, British Columbia is indeed fortunate, containing as it does, vast natural water resources. Day by day demand for electrical energy is becoming greater, and scarcely ten per cent. of the available power has been harnessed. Recent surveys have established the total resources as being in the neighbourhood of seven million horsepower. Electrical energy is distributed on the Coast by the Buntzen-Coquitlam, Alouette-

Stave-Ruskin units and by the Jordan River Station on the Island, all being operated by private enterprise.

In the interior, the Upper and Lower Bonnington Falls have been harnessed to supply electricity to meet the requirements of population and industry. In respect to the newly-found mining district—Bridge River—where potential gold prospects are being developed, a vast project is nearing completion, whereby the ultimate capacity will be 600,000 horsepower, and which will deliver electrical energy to Vancouver over a distance of 150 miles at the enormous pressure of 220,000 volts.

Brief mention must also be made of the railway systems operating in British Columbia. The entire Province is well covered by this method of transportation and handling of freight. Three transcontinental systems have their "journey's end" at the coast. The Canadian Pacific Railway, entering over the now famous scenic route, the Kicking Horse Pass of the Rockies (known as the Switzerland of America), passing through Revelstoke and Kamloops to Vancouver, and also through the Crowsnest Pass via Fernie and Nelson. The Canadian National via "Tete Juane" (Yellowhead) Pass, through the valley of the North Thompson and Fraser rivers to Vancouver; and the

Grand Trunk line (affiliated with Canadian National) through the Yellowhead Pass, opening the immensely rich lands of the Nechako and Bulkley valleys with its terminal at Prince Rupert, a thriving northern metropolis. The Pacific Great Eastern operates in the heart of the Interior from Vancouver to Prince George and the Esquimalt and Nanaimo Railway traverses the eastern side of Vancouver Island.

The Pacific trade route of Canada lies in the port of Vancouver, where deep-sea ships sail for the Orient with freight, passengers and mail; the Australasians are also served by this port as well as ports in North and South America via the Panama.

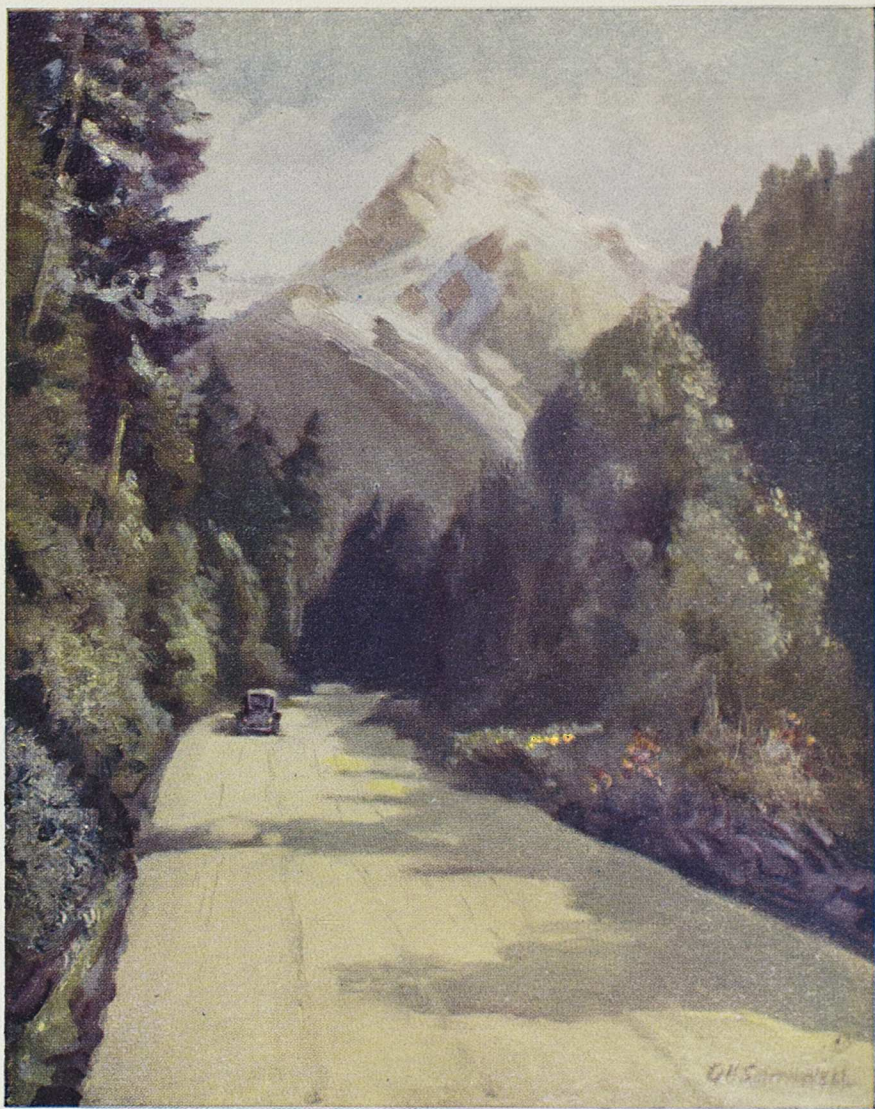
The bulk of the huge wheat crop of Canada passes over the rails to Vancouver where it is stored in the vast grain elevators ready for foreign shipment. The port of Vancouver has a distinct advantage over its eastern sister—Montreal—as it is open the year round, October being the last month of open water on the St. Lawrence. The foreign trade passing through Vancouver has grown to tremendous proportions within the past few years.

Whilst space does not permit of a full explanation of the various lines of manufacture, suffice it to mention some of the basic manufacturing; saw-mills; fish curing and packing; pulp and paper; central electric

stations; slaughtering and meat-packing; petroleum products; printing, publishing; baking products, etc. Each represents a vital unit in the life of its people. The situation is strikingly reflected in the advance of the value of manufactured products over a period of fifty years . . . in 1880 the value was placed at three million dollars, whilst in 1930, it rose to two hundred and forty-two million dollars. New branches of manufactured goods are establishing their headquarters in British Columbia every day. As a base for the manufacturer with world-wide interests, British Columbia would seem to be ideal. Sufficient emphasis has been laid upon its natural advantages. To these must be added the exceptional living conditions, which make for contentment and a low labour turnover, a remarkable freedom from industrial disputes, a reasonable system of taxation, and an inclination everywhere to encourage new enterprise. The banking facilities are excellent, construction costs exceptionally moderate and labour plentiful. To a great extent the field remains to be exploited, and opportunities are everywhere apparent, notably on the Coast, which has some of the finest tide-water sites on the North American continent.

Thus we have briefly pictured the economic life of our Province, mentioning only the most important,

and unfortunately having to leave out a multitude of small enterprises so necessary to the proper functioning of our community. We have said nothing of the future, but we leave it to the reader to draw his own conclusions as to the ultimate value this fair Province will be to the Dominion of Canada. Some foresee Vancouver as the greatest port of the Dominion; others dream of a huge metropolis not unlike Chicago or New York in time to come . . . we feel, however, that the future may well be left to Time itself.



Picture owned by the Government of British Columbia.

G. H. Southwell, Artist.

*Where Cheam Lifts its Lofty Summit above the Beauties of the
Fraser Valley, in British Columbia.*

PROVINCE OF BRITISH COLUMBIA

CHAPTER SEVEN

The Cultural Growth of British Columbia.

BRITISH Columbia occupies a unique position, culturally speaking, as the environs and hopes of a young country resplendent with Nature's handiwork are intertwined with traditions borne of earlier periods of history. The traditions of the Old Land with its courtly style and manner is our inheritance, but is interpreted in a new and meaningful fashion.

Within recent years the people of British Columbia have awakened to a new realization of art. During the early life of the Province it was left to a small but devoted band of pioneers to carry the torch of cultural growth, and, to further their work, organized the Art and Historical Association. This society laid the foundations for us to build on, and to them we are indebted for the collection and donation of a large amount of historical records and relics relating to early days of the Province. In later years, the good work has been carried on by the Native Sons of British Columbia, whose efforts along these lines are most commendable. Historic points along the

highway and coast-line have been marked by bronze tablets set in cairns of stone—Capt. Vancouver's meeting with the Spaniards off Point Grey; Simon Fraser's landing place at the mouth of the Fraser River; site of the first government buildings of the mainland colony at Fort Langley; discovery spots of the first gold found along the Cariboo highway—these and others are all marked so that posterity may have a visible record of the most famous points in our history.

Great praise is due also to the Pioneers' Association, whose unselfish work in this direction will ever be remembered.

As a result of the laudable efforts of prominent citizens, Vancouver today boasts a new Gallery, erected by public-spirited men, where many famous paintings, also donated, are hung.

Among the fine arts, music perhaps, plays the most important part. It has been added to the curriculum of the schools and individual effort stimulated. Various musical societies are today functioning, with a view to educating the populace to a better understanding and appreciation of music. Once a year, musical festivals are held in various districts throughout the Province—Vancouver, Victoria, Okanagan and Prince George—where famous British and

Canadian adjudicators constructively criticize and advise the competitors. Instrumental concerts are frequent in the cities and during the summer months the Vancouver Symphony Society conducts a "Symphony Under the Trees" in presenting its orchestra playing in the Marian Malkin Memorial Bowl, a beautiful setting in Stanley Park. The Kitsilano Boys Band, an aggregation attending one of Vancouver's high schools, have achieved international fame by winning trophies in Eastern Canada and the "Century of Progress" at Chicago, where they captured first prize for juvenile bands. They also toured Great Britain, bringing new honours to their home Province.

The educational system is vested in the Province, but is subdivided under the direction of School Boards in each city who, in turn, are responsible to the Provincial Government. Two Normal schools for training teachers for elementary and public schools are located in the Province. The University of British Columbia, situated in Vancouver, is the seat of higher education, where students may obtain degrees. Its standing is considered one of the finest on the continent and each year scholarships are exchanged with other universities.

In describing the cultural atmosphere of British Columbia we mention once again the compelling

grandeur of this north-western Province as viewed from its National Parks. Yoho, situated on the western slope of the Rockies, embraces the Kicking Horse valley, where waterfalls and streams follow their winding course to the Emerald, O'Hara and McArthur lakes. In the heart of the Selkirk range lies the beautiful Glacier National Park, replete with luxuriant forests and alpine flower gardens. The famous Nakimu Caves, gouged by volcanic eruption in early periods of history, present an awe-inspiring scene. From the Lookout, perched high upon the mountain ridge, a panoramic view of the glaciers of Illecillewaet and Asulkan, together with the surrounding valleys beneath, presents a spectacle never to be forgotten. The Kootenay National Park, distinctive for the majestic splendour of its mountain scenery, straddles the Banff-Windermere highway. This park is the source of great mineral hot springs, whose medicinal qualities are found extremely beneficial. Mount Revelstoke park, comprising an area of approximately one hundred square miles, embraces a famous ski jump, where ski-ers from all parts of Canada and United States participate for championship events. It was from this point that the world's amateur ski-jump of two hundred and eighty-seven feet was established.

Practically all cities of British Columbia pride themselves on the beauty of their parks. The most important civic park in the Province is Stanley Park in Vancouver, comprising an area of one thousand acres of virgin beauty, where majestic firs spread their mighty limbs; beautiful gardens reflect the mild climate, and within its boundaries three beaches, lapped by the salt waters of English Bay, spread their whitened sands. The Butchart Sunken Gardens (privately owned), is another inspiring scene. Covering an area of sixteen acres a few miles from the city of Victoria, it is situated amid an environment of pristine aboreal grandeur. The sunken part of the gardens was at one time a limestone quarry, and owing to the foresight of the owners, was transformed into an unforgettable scene of beauty. Through the public-spirited generosity of Mr. and Mrs. R. P. Butchart, the gardens are open to the public and thousands partake of this hospitality every year.

The growth of culture in British Columbia was greatly extended by the establishment of Service Clubs — Rotary, Kiwanis, Kinsmen, Y's Men and others — who undertake the sponsorship of such needy causes as crippled children, the institute for the blind, orphanages, tuberculosis wards, preventorium—all of tremendous benefit to the communities

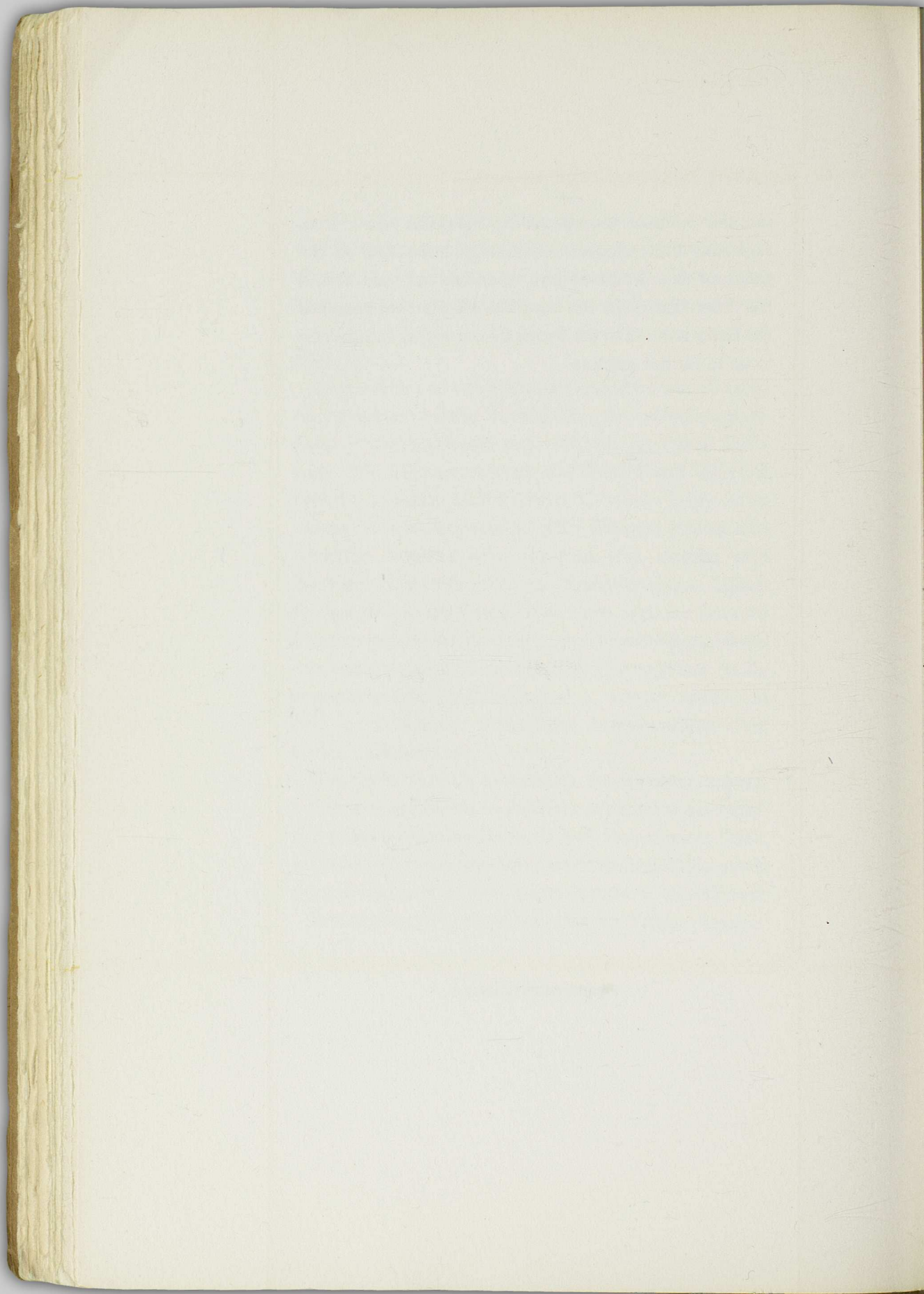
in which they function. From the establishment of the first Mission, erected at Okanagan in the year 1857, churches are today well represented. Their work has developed along many lines, embracing a large amount of social service in the districts in which they operate.

In the realm of sport British Columbia has attained an enviable position considering its limited population. It has produced such athletes as Percy Williams, 1928 Olympic winner of 100-yard and 220-yard sprints; Duncan McNaughton, Olympic high jump winner at Los Angeles in 1932; Eleanor Young and Caroline Deacon who wrested the singles and doubles Canadian Tennis championships; Lillian Palmer and Mary Frizzel, who have won for Canada honours on dirt tracks; and many others whose efforts are rapidly bearing recognition. In amateur fields every scope of sport is enjoyed . . . soccer, rugby, ice and grass hockey, badminton, lawn-bowling, golf, tennis and lacrosse.

The Little Theatre movement, an amateur organization endeavouring to promote a better understanding of the legitimate stage, is well represented. Their efforts along these lines are very commendable, each year production of well known plays is undertaken.

In bringing to a close this chapter briefly describ-

ing the cultural growth of the Province, we do so, realizing that success, nationally speaking, is dependent to a large degree upon an appreciation of the finer things in life and the ideals that inspired the early settlers in the Province are today handed on to us to further explore.



PROVINCE OF BRITISH COLUMBIA

CHAPTER EIGHT

The Introduction of Craftsmanship Into B. C.

IN describing the introduction of Craftsmanship into British Columbia, one is inspired by the loyalty of the early members who have sacrificed many hours of their time in sustaining interest amongst the membership under many adverse circumstances.

It is sometimes difficult to visualize the time when British Columbia did not have a Craftsmen's Club; many have wondered how difficulties were surmounted in the past when no assisting hand of a brother Craftsman was available, yet that period is not so far distant. Early formation of the Vancouver Club was largely accomplished through the assistance rendered by Craftsmen south of the 49th parallel in the neighbouring states of Washington, Oregon and California, when Haywood Hunt interviewed L. C. Parkes of this city when Mr. Parkes was holidaying in San Francisco in the summer of 1928. Following this contact an effective follow-up with Craftsmen's literature was employed by clubs of the Pacific slope.

Early in 1929, Harold Bothel of Tacoma, then North Pacific Representative of the International Association, journeyed to Vancouver for an interview with interested parties regarding the formation of a club.

Prior to Mr. Bothel's visit, Harry L. Strang of Seattle approached members of the craft, explaining in detail the ideals of the movement and an outline of club work. From this time on efforts were made to organize in Vancouver an Association of Printing House Craftsmen; accordingly a meeting was called at the office of Shilvock-Parkes Ltd. Pender Street West, on February 13th, 1929, for purposes of preliminary organization. At this foundational meeting the following were present: L. C. Parkes, Roy Shilvock, Alec Gray, Jack Scott, Harry Longley, W. J. McKerlie, Bert Stockdale, Carl Schuff, Edward Sunderland, Len Manley, Jack Munro, E. (Ted) King and Thomas Godfrey, Mr. Godfrey was appointed to the office of secretary-treasurer, pro tem.

Application for a charter was made to the International Society and on the evening of Friday, October 11th, 1929, the Vancouver Club of Printing House Craftsmen was incorporated and officers installed. The newly-formed Club was honoured that evening by the presence of Harold Bothel of Tacoma, Harry L. Strang, Seattle; Mr. Liddy, San Francisco; Everett

Pettijohn, Seattle; John W. Wood, Bremerton, and other visiting Craftsmen.

The first officers of the Club were: W. J. McKerlie, president; Len Manley, vice-president; Tom Godfrey, secretary-treasurer; Roy Shilvock, recording secretary and a Board of Governors comprising Messrs. Cowan, King, Scott, Parkes and Gehrke. The Seattle Club of Printing House Craftsmen presented the charter to the newly formed club and the Craftsmen's movement was first launched in British Columbia.

As the years pass, the members are becoming more keenly aware of the value of the Craftsmen's movement. The Vancouver Club looks with pride on the growth and interest it has achieved and is eager to promote a still better understanding of the ideas of the movement.

Eighteen months passed and the Vancouver Club was beginning to grasp the deep significance of Craftsmanship, and it was mooted by a few members, notably Alec Gray and W. J. McKerlie, to consideration of the advisability of opening another Club in the City of Victoria. Accordingly plans were made and a deputation travelled to Victoria to interview C. E. Banfield, Printer to His Most Excellent Majesty, the King; I. B. Dixon, J. Elder and Harold M. Diggon. The response was very gratifying and

immediate efforts were made to contact those employed in the graphic arts with a purpose of preliminary organization. After several weeks of preparation the newly formed Victoria Club of Printing House Craftsmen applied for a charter to carry out its programme. The honour of installing its first officers was bestowed upon the Vancouver Club, and sixteen delegates made the journey to assist in the ceremonies. The inaugural banquet was held in the ballroom of the Empress Hotel on Saturday, January 10th, 1931. The Vancouver Club, through its President Alec Gray, assisted by Harold Bothel, Northwestern district representative, presented the charter to the Victoria Club. The first officers were: Charles E. Banfield, president; Harold M. Diggon, vice-president; and I. B. Dixon, secretary-treasurer.

Thus the second club in the Province was launched and the well-known motto of Craftsmanship "Share Your Knowledge" had spread to wider fields bringing with it the realization of what a wealth of education lies in the movement.

The historical account of the formation of the British Columbia Clubs of Craftsmanship having been completed we do well to pause a few moments longer in reflecting the ideals of craftsmanship as it applies to ourselves, and to illuminate we cannot do better

than quote an excerpt from the Manual of Craftsmanship under the heading of "The Craftsman Individual."

"The executive printing craftsman who hopes to succeed in his work must realize that he is placed in a peculiar position. He can no longer remain an individual independent of other individuals; he must depend more and more on the knowledge and experience of other craftsmen in the industry who are trained in the matters he needs to know. He cannot move in any direction without encountering some results of the co-ordinated work of these men whose knowledge and skill have been combined to produce new creations or to improve methods or materials with which he may not have been familiar.

"Thus our collective problems have become our individual problems. No individual can gather to himself and retain in his mind all the things he needs to know, and no individual can have sufficient knowledge regarding even his own business.

"There are three sources of information available to everyone: that found in books; that which you possess, and that which is possessed by other individuals. Knowledge found in books may be obsolete or inaccessible; that which you possess may be insufficient or unreliable, but that possessed by all the

other individuals combined will be found sufficient.

"In the industrial world, men are held rigidly responsible for the use of good sense, wise judgment, and clear intelligence. Since these qualities must be acquired by most individuals through study and experience, it is advisable to test them by contact with men of mutual interests, thus gaining that attitude of give-and-take and that easy, natural manner of helpful criticism and sympathetic advice which is possible only between friends."

* * *

This is the creed that signifies our being banded together as Craftsmen and the spirit portrayed indicates in a concise manner the pathway to industrial success that we may well follow.

And now, reluctantly, we bid our readers farewell. We have endeavoured to trace the history of the Province we call "home" and show the growth of our economic and cultural life; our appreciation of Nature's magnificence throughout British Columbia; and so we get back to prosaic, everyday life, our task is accomplished, all have thoroughly enjoyed the effort, and the Spirit of true Craftsmanship still guides us on the voyage of endeavour.

THE COVER

The Vancouver Club of Printing House Craftsmen desires to express its sincere appreciation to the firm of J. Leckie Co. Limited of Vancouver for the kind donation of the genuine leather cover of this keepsake. The history of this firm is contemporary with the growth of Vancouver. In 1896, the founder, John Leckie, of Toronto, decided to establish a Pacific branch of his eastern shoe factory in Vancouver. The manufacture of shoes was commenced in 1902 under the management of R. J. and W. H. Leckie, sons of the founder, producing approximately thirty-five pairs of loggers', miners', and prospectors' boots per week. Today, located in a spacious building, J. Leckie Co. Limited produce seven hundred and fifty pairs per day. Besides the work boots of various kinds on which the business was built, the company now produces a line of men's dress oxfords that are sold throughout Canada.

The story of J. Leckie Co. Limited is typical of the steady growth of pioneer business in British Columbia. In 1916 a tannery was built at New Westminster for the production of side and upper leathers. The offices and factory of the Company occupy a building of six storeys, comprising 75,000 square feet of floor

space and today they find employment for over two hundred Vancouver citizens; and to the J. Leckie Company Limited, we once again tender our thanks for their kindly gift.

* * *

The cover design is a composite of the famous "Lions," the mountain guardians of Vancouver's harbour, while the centre theme is a replica of the Bastion of Fort Nanaimo, a description of which follows: The bastion was built by two French-Canadian axe-men, Leon Labine and Jean Fortier, in 1853, for protection of the men and stores of the Hudson's Bay Co. post when Nanaimo was known as Colvilletown. The original site of the bastion was a high point commanding the entrance to Commercial Inlet and later was moved to its present site to avoid demolition. It contained two six-pound cannon which were used for salutes and to impress the natives. Today it is preserved as an historic land-mark by the Nanaimo Post of the Native Sons of B. C., who hold their meetings within its quaint walls.

REFLECTIONS

The suggestion of this keepsake was inspired by the 1934 Convention of The International Association of Printing House Craftsmen, held in Toronto, Canada, on the occasion of that city's celebration of the one hundredth anniversary of its founding and in commemoration of nearly one hundred and twenty-five years of peace with our neighbouring craftsmen south of the forty-ninth parallel.

Publication Committee:

Leonard Shilvock, Chairman

T. Anderson, A. Gray, Wm. Jordon, H. Perry, Bert Stockdale
and G. A. Roedde

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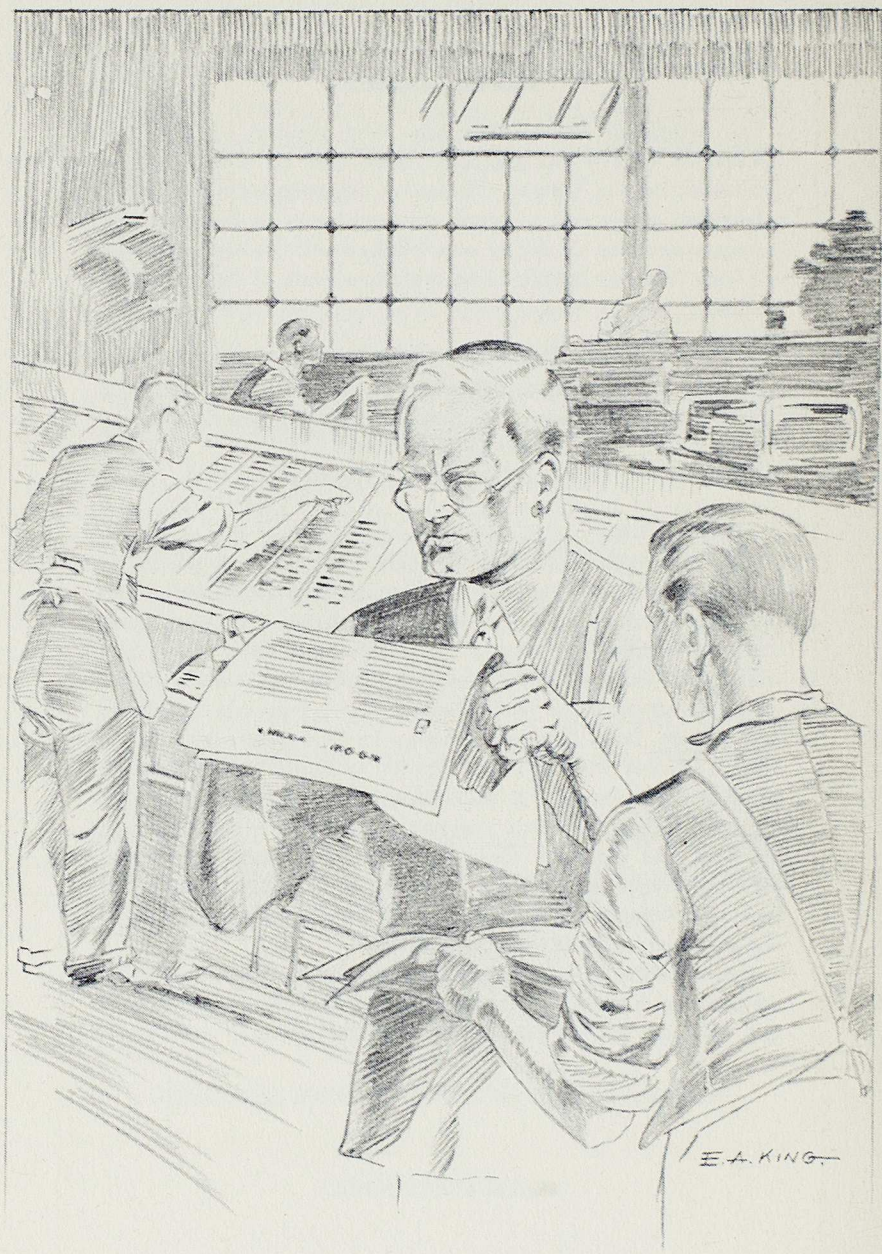
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VANCOUVER CLUB OF PRINTING HOUSE CRAFTSMEN,



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